





Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY,  
MADRAS, CALCUTTA, ADEN, SUZ, PORT SAID,  
MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA;  
ALSO  
LONDON, HAVRE, BORDEAUX,  
DUNKIRK AND ANTWERP.

ON WEDNESDAY, the 18th April, 1888, at Noon, the Company's Steamship *NATAL*, Commandant Sucir, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above place.

Cargo and Specie will be registered for London & well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 17th April, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, April 6, 1888. 563

NORDDUTCHER LOYD.

NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUZ, PORT SAID,  
TRIESTE, BRINDISI, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
POINTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS;  
ALSO  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 9th day of May, 1888, at 3 p.m., the Company's Steamship *DAVIDER*, Capt. R. Sander, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 8th May, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to —  
MELOERS & Co.,  
Agents.

Hongkong, April 14, 1888. 612

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS

TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE,

VIA

THE CANADIAN PACIFIC RAILWAY

AND OTHER CONNECTING

RAILWAY LINES & STEAMERS.

THE British Steamship *BATAVIA*, 2,650 Tons Register, WATSON, Commandant, will be despatched for VANCOUVER, B.C., KOBÉ and YOKOHAMA, on THURSDAY, the 10th May, at 3 p.m.

To be followed by a Steamer ( \* \* \* ) on the 1st June, and *PARTHA* on the 21st June.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Passes granted as follows:—  
To Vancouver & Victoria, Mex. \$160.00  
To San Francisco, " " 175.00  
To all common points in Can. " 200.00  
To the United States " 255.00  
To Liverpool " 300.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 9th May.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co.,  
Agents.

Hongkong, April 14, 1888. 618

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners, will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALLAN BOWE, Hawaiian brig, Captain J. Phillips.—Wilder & Co.

B. P. GRENZ, American ship, Captain Hughes.—Douglas, LaPrak & Co.

OSYENRIAL, American ship, Captain I. M. Beane.—Russell & Co.

SAILORS' HOME.

ANY Out-of-Clothing, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1887.

Insurance.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Underwritten, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.,  
Hongkong, January 1, 1888. 14

NOTICE.

THE MAN ON INSURANCE COMPANY (LIMITED).

CAPITAL SUBSCRIBED.....\$1,000,000.

THE above Company is prepared to accept MARINE RISKS at Current Rates on Goods, &c.—Policies granted to all parts of the World payable at any of its Agencies.

WOO LIN YUEN,  
Secretary.

HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST,  
Hongkong, December 2, 1887. 2340

To-day's Advertisements.

NOTICE.

COLONEL CRATER and OFFICERS ROYAL ARTILLERY request the pleasure of the COMPANY of the LADIES of Hongkong, at their SPORTS to be held on the CHICKEN GROUNDS, on SATURDAY, April 21st, at 10.30 a.m.

J. D. ANDERSON,  
Secretary, Royal Artillery Sports, Committee.

Hongkong, April 17, 1888. 626

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates for CHEFOO, CHEFOO, NEW CHWANG, TIENSIN, HANKOW and Ports on the YANGTSE.)

The Co.'s Steamship *Monclava*, Captain Nison, will be despatched as above on THURSDAY, the 19th Inst., at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,  
Agents.

Hongkong, April 17, 1888. 593

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

(Taking Cargo and Passengers at through rates for CHEFOO, TIENSIN, NEW CHWANG, HANKOW and Ports on the YANGTSE.)

The Co.'s Steamship *Kaitung*, Captain SLESSAR, will be despatched as above on THURSDAY, the 19th Inst., at 4 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, April 17, 1888. 624

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General Managers.

Hongkong, April 17, 1888. 625

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For Freight or Passage, apply to JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, April 17, 1888. 625

SHIPPING

ARRIVALS.

April 16, 1888:—  
*Carisbrooke*, British str., 973, R. Cass, Saigon April 12, 1888.—MORRIS & RAY.

*Mount Lebanon*, American barque, 533, Chas. H. Nelson, Rajah (Borneo) March 18, Timor.—ANSELMO, KAREN & Co. April 17.

*Namoa*, British str., 863, F. D. Gaddard, Foonchow April 13 Amoy 16, and Swatow 15, French.—DUNLOP STEAMSHIP CO.

*Natal*, French steamer, 4,636, Such, Shanghai April 14, Mails and General.—MESSAGERIES MARITIMES.

*H. Printenberg*, German barque, 55, Saigon April 12, 1888.—MORRIS & RAY.

*Bankers*, Hongkong and Shanghai Bank Corp., 50, 9th April 17.

*Insurance*, North-China Insurance Co., Ltd., 5, 9th April 17.

*Yantai*, Yangtze Insurance Company, Ltd., 8, 9th April 17.

*Union*, Union Insurance Society Co., Ltd., 10, 9th April 17.

*China*, China Traders' Insurance Co., Ltd., 24, 9th April 17.

*Canton*, Canton Insurance Office Co., Ltd., 10, 9th April 17.

*Chinese*, Chinese Insurance Co., Limited, 1, 9th April 17.

*Hongkong*, Hongkong Fire Insurance Co., Ltd., 5, 9th April 17.

*Singapore*, Singapore Insurance Co., Ltd., 20, 9th April 17.

*The Straits*, The Straits Fire Insurance Co., Ltd., 20, 9th April 17.

*The Straits*, The Straits Insurance Co., Ltd., 30, 9th April 17.

*Steamship*, R. C. and M. L. Steamship Co., Ltd., 40, 9th April 17.

*Douglas*, Douglas Steamship Co., Limited, 20, 9th April 17.

*Indo-China*, Indo-China S. N. Company, Limited, 18, 387, 60,000 shares issued, 31,212, 3,000 shares S. O., Ltd., 3,000, 50 all

H. Ahrens, Honolulu March 5, Ballast.

*Alpine*, German steamer, 400, T. Samuelson, Palkho April 14, and Hothow 16, General.—WIKEM & Co.

*Waititi*, Chinese steamer, 303, Chang Shing, Tamsui April 12, General.—CHINESE.

*Union*, German steamer, from Macao, Bayern, German steamer, 2,877, R. Sander, Bremen April 7, Southey 11, Southampton 12, Genoa 19, Port Said 20, Suez 27, Aden 31, Colombo April 7, and Singapore 13, Mails and General.—MELBOURN & Co.

*Cicero*, for Saigon, *Emerald*, for Hainan, *Malva*, for Shanghai, *Esperanza*, for Amoy, *Prigga*, for Yokohama.

*Great Admiral*, for San Francisco, *Sophia*, for Saigon, *Protos*, for Bangkok.

*Per Christbrooke*, from Saigon, 2 Chinese, *Per Namoa*, from Coast Ports, 2 Europeans, and 1 Chinese.

*Per Natal* for Hongkong: from Shanghai, Mr. and Mrs. Brown, Mr. Minto, and 10 Chinese; from Yokohama, Messrs Kubota and Nakano; from Saigon: from Shanghai, Messrs Duroc and Boveri; from Kobe, Mr. Ozanne; for Singapore: from Shanghai, Mr. Farrer and servant; from Kobe, Mr. Ruten, Mr. and Mrs. Andrew, infant and servant, Messrs Roy, Villard and Fero; from Yokohama, Mr. Lequeux (French Consul), Captain Tojo, Messrs Matsuno, Tithon, Lieut. Sato, Captain Oawa, Messrs Koike and Segawa; from Kobe, Sisters Justine and Agnes.

*Per Mount Lebanon*, from Rajang, 2 Chinese, *Per H. Printenberg*, from Honolulu, 127 Chinese.

*Per Bayern*, from Bremen, Chas. A. Major, Widenbruck, Mr. and Mrs. Presel, Messrs H. Hoge, F. Sharp, F. Meyer, A. Buchheister, Dr. Johansen, Mr. C. Simon, and 195 Chinese.

*Per Malva*, for Shanghai: from Hongkong, Mr. and Mrs. Roteho, 2 infants and nurse, Mr. Geo. Needer and servant, and Mr. Pullerton, Henderson; from London, Mrs. Bouchier, and Mr. Elliot; from Marseilles, Messrs Maery, W. W. King, Foreshaw, G. Clark, Bates, Mr. E. Evans, Mr. and Mrs. Mackay; for Nagasaki: from Hongkong, Mr. A. Hume, F. R. K. be; from Hongkong, Mr. and Mrs. W. Pearson, Mr. and Mrs. Hampton; for Yokohama: from Hongkong, Dr. R. D. Dalrymple, Sub-Lieut. Lord Gillford, Mr. Jas. Trevelyan, E. R. A., Dr. T. J. Crowley, and 10 seamen; from London, Mrs. M. S. Denning, and Mr. Arthur; from Bombay, Mr. B. Brooks.

*Per Cicero*, for Saigon, 12 Chinese, *Per Espanza*, for Amoy, 81 Chinese, *Per Prigga*, for Yokohama, 2 Europeans.

*Per Natal*, from Hongkong: for Saigon, Messrs On Teng, Huyuh Boi Hang, Chung Ming, and 1 Chinese; for Singapore, Messrs H. W. Jones and B. Anderson; for Batavia, Mr. Kien Tien Yung; for Yokohama, Mr. B. Signer; for Marseilles, Mr. and Mrs. T. Orton and daughter, Mr. and Mrs. de Bezaure, Mr. N. N. E. Ezra, 2 daughters and 2 servants, Messrs R. Moreaux, F. Cretin and child, L. Martin and child.

*For Saigon*: from Shanghai, Messrs Duroc and Boveri; from Kobe, Mr. Ozanne; for Singapore: from Shanghai, Mr. Farrer and servant; from Kobe, Mr. Ruten, Mr. and Mrs. Andrew, infant and servant, Messrs Roy, Villard and Fero; from Yokohama, Mr. Lequeux (French Consul), Captain Tojo, Messrs Matsuno, Tithon, Lieut. Sato, Captain Oawa, Messrs Koike and Segawa; from Kobe, Sisters Justine and Agnes.

*Per Septima*, for Saigon, 50 Chinese, *Per Protos*, for Bangkok, 100 Chinese.

*The French* steamer *Namoa* reports: Foonchow to Amoy, light variable wind and hazy. Amoy to Swatow, light southerly winds, dense fog and heavy rain. Swatow to port, moderate N.E. winds and overcast, with heavy rain showers. Steamer in Foonchow, *Namoa*, Steamer in Amoy, *Gladysbury*, and American frigate *Brooklyn*. In

*Per Diamante*, for Amoy, 13 Chinese, and 1 child; for Manila, Mr. and Mrs. James Meldrum, Messrs H. Higgins and Arturo Salaz, and 6 Chinese.

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A PROCLAMATION has been issued by the Hon. the Chief Magistrate, Shanghai, notifying the wharves and boatmen that the Municipal Council had decided not to increase the wharf-boatmen's licence during the month of April, and telling them to go about their business as usual.

### STRIKE OF CARGO-BEAT COOLIES.

The agitation which we mentioned yesterday as having begun amongst the Cargo-Beat coolies culminated to-day in a general strike. In this case, we understand, the boatmen are the aggressors; while the head men and masters have done, or profess to have done, all they can to persuade their men to continue or resume their work. Every effort, we are informed, has been made by the Registrar General (Mr. Stewart Lockhart) to bring about an arrangement. The men make no complaint, and give no reason whatever for their refusal, save and expect that they will not be photographed. To the order of being presented with a photograph of oneself the head men make no objection; but the boatmen, evidently on account of either some groundless suspicion or from a notion that it will give the authorities a certain hold upon them, fight shy of the honour of being fixed by the camera. Some inconvenience must necessarily be caused by the strike, and this consideration may lead residents to wish that the point objected to by the boatmen might be conceded. We most certainly think that, now the rule has become law, it ought to be most rigidly enforced, as signs of weakness in the Government have perhaps been of late years more manifest than they ought to have been, and our hold upon the lower classes thus becomes weakened. When Chinese of the class in question find that, by making a demonstration such as that made to-day by a sort of war-whop, they can obtain any concession or alteration in the law they please, things get into a very ticklish if not dangerous condition. When the chair-coolies struck against a similar rule and stated their grounds of objection, the Government met the objections fairly, and the strike came to an end. Now the Government cannot, we understand, discover the reasons why the boatmen have struck work, in a double sense—firstly, against the rule laid down by the Government, and secondly, against their own headmen and employers. It is difficult to know what means can be adopted to check them in this; but it is clear that something must be done to vindicate the right of the Government to compel boats licensed to ply as cargo-boats being used in that capacity. The Wharf and Godown Company will not be a loser, as we notice that the City of Peking, having discharged over at the Kowloon Wharf, has gone alongside the Wharf at West Point to load.

We believe that nearly all the cargo boats, which number upwards of 700, have withdrawn, either to Shan Shai Po or Kowloon. Only the boats which had already cargo on board were allowed to remain and complete their contracts. Any others who showed hesitancy in joining in the strike were soon compelled by their brethren to stop work. The clauses most complained of read as follows:—“12. Licences for cargo boatmen shall be issued by the Registrar General in his discretion, on payment of a fee of 25 cents for each. The applicant shall furnish such particulars as the Registrar General may require, and two copies of his photograph, one to be affixed to the licence. 13. Licences for cargo boatmen shall be numbered, shall be valid for one year only, and shall not be transferable. The licence shall forthwith notify the Registrar General every time he changes his abode.” We now learn that the coolies, besides objecting to be photographed, complain of the fees charged. They say they only earn about \$3 a month, and cannot afford to pay. They change from boat to boat every other week, sometimes every other day, and each time they change they have to notify the Registrar General and have to pay (so they say, we do not find such a provision in the regulations) a fee of 4 cents.

The masters have expressed themselves quite willing to pay for the photographs and the licences, and raise no objection to be photographed themselves, but the stubborn coolies will not yield. These boatmen have, we understand, also brought pressure to bear on the sampans or passenger boatmen, who to-morrow will likely join in the strike, although their licences do not expire till the end of June.

### THE HONGKONG SCHOOL.

Government Cent. at School, Diocesan Home, St. Joseph's College, Victoria English School, Garrison School.

Patrons—His Excellency Sir George William Des Voeux, K.C.M.G.; His Excellency Lieut. General W. G. Cameron, G.B.

Stewards—Hon. F. Stewart, LL.D.; Hon. W. M. Davis, M.A.; Dr. P. B. C. Ayres; Rev. W. Jennings, M.A.; G. H. Bateson Wright, Esq., M.A.; A. J. Leach, Esq.; J. J. Francis, Esq., Q.C.; Rev. Brother Louis; A. G. Romano, Esq., Committee—J. W. Jones, Esq.; H. Grimble, Esq.; K. F. Southey, Esq.; G. P. Poppo, F. X. Ozzio, F. Danabro, T. da Cruz.

Hon. Treasurer—R. M. Jameson, Esq., M.A.

Hon. Secretary—Alfred J. May, Esq., Clerk of the Council—A. Denison, Esq., and T. E. Dwyer, Esq.

Stewards—W. M. B. Arthur, Esq.; G. A. Caldwell, Esq.; W. D. Braidwood, Esq., M.A.

Judges—J. H. Stewart Lockhart, Esq.; A. K. Travers, Esq.; H. F. Hayler, Esq.; Referee—Chas. H. Thompson.

Official Time Keeper—R. Fraser-Smith, Esq.

### Tuesday, April 17.

These Sports, which were postponed from last week on account of the weather, came off at the Cricket Ground this afternoon. Although the weather was very dull it was fortunately dry, and the condition of the ground had considerably improved since yesterday. There was a good attendance of spectators, among whom Young Hong-kong was, of course, largely represented.

The following are the details of the events:—

1.—LONG JUMP.—Boys from 13 to 16 years of age. First Prize—Gold Seal Pin; Second Prize—Silver Match Box.

Only three competitors came forward for this event, and P. Pereira was a capital first, his winning jump being 13 ft. 11 in. which however he afterwards clipped by a splendid jump of 14 ft. 5 in. This distance was a foot better than that covered by H. Grimble, the second boy.

2.—THROWING THE CRICKET BALL.—Boys from 13 to 16 years of age. First Prize—Tennis Bat; Second Prize—Cricket Bat.

The only throw worthy of notice was that made by C. Kow, 82 yards 2 feet, which was certainly a capital throw for a boy.

3.—100 YARDS RACE.—Boys from 13 to 16 years of age. First Prize—Silver Cup; Second Prize—Plated Cup.

Fifteen entered for this race and nine of them came in at the finish pretty close together. V. Genato came in first by about four feet and the second and third boys were separated by about the same distance.

4.—100 YARDS RACE.—Boys from 9 to 14 years of age. First Prize—Silver Watch Chain; Second Prize—Silver Studs and Links.

The entrance for this race included some very small boys indeed, who tailed off towards the finish, the smallest bringing up the rear. The time was 14 seconds.

5.—100 YARDS RACE.—Boys from 6 to 9 years of age. First Prize—Silver Watch Chain; Second Prize—Silver Studs and Links.

The entrance for this race included some very small boys indeed, who tailed off towards the finish, the smallest bringing up the rear. The time was 14 seconds.

6.—HOP, STEP AND JUMP.—Boys from 9 to 13 years of age. First Prize—Album; Second Prize—Silver Seal Ring.

There was a very close contest for this prize, three or four of the boys doing remarkably well and going all within an inch or two of the same distance. At last F. Lebray, a boy of 11, settled the matter by clearing 28 ft. 10½ in. in beautiful style, thus going a good foot ahead of any of the others.

7.—HOP JUMP.—Boys from 13 to 16 years of age. First Prize—Box Mathematical Instruments; Second Prize—Silver Match Box.

There was a very keen tussle between C. Kow, F. Southey and Pang Kwok Hang in this competition, the first named whose style was the best of the three having in the end taken the second place, and he and Southey both clearing the same height, but failing to come up to Pang Kwok Hang's mark—4 ft. 4½.

8.—200 YARDS RACE.—Boys from 9 to 13 years of age. First Prize—Writing Case; Second Prize—1 Dozen Silk Handkerchiefs.

A large number of competitors came forward for this race, which was a very interesting one. J. dos Remedios who was penalized 4 yards came well to the front, but was at too great a disadvantage to get a place. O. Obadiah, who had 18 yards start, succeeded in keeping the lead the whole way, and finished hard pressed by Shirazi and Almeida. Time 25½ seconds.

16.—HALF MILE FLAT RACE.—Boys from 16 to 18 years of age. First Prize—Silver Cup; Second Prize—Pair Silver Salt Sacks.

Kratanta—J. N. Roza (scratch), Spooner (scratch), H. Gonzalez (15 yards start), E. Conato (16 yards start), L. Etel (16 yards start), T. da Silva (16 yards start), V. O. Nizaro (20 yards start), M. J. E. da Cunha (20 yards start).

Only five of the competitors remained in the race at the finish of the second lap, after which the race became a close one between Spooner and Etel who came in pretty nearly level. Time 2 min. 38 sec.

17.—ALL FOUR RACE.—Boys from 6 to 9 years of age. First Prize—Silver Fork and Spoon; Second Prize—Book.

The first boy in this race had the advantage of 25 yards start, and although Kow, who came in second, ran exceedingly well, having started scratch, he was unable to catch Genato. The other competitors were all out of the running towards the finish.

18.—600 YARDS FLAT RACE.—Boys from 12 to 16 years of age. First Prize—Silver Cup; Second Prize—Gold Studs.

The first boy in this race had the advantage of 25 yards start, and although Kow, who came in second, ran exceedingly well, having started scratch, he was unable to catch Genato. The other competitors were all out of the running towards the finish.

19.—100 YARDS JOCKEY RACE.—Horses under 18 years of age. Jockeys over 6 years of age to be drawn for. Post Entries: First Prize—\$5; Second Prize—\$2.

C. Kow (Elphinstone jockey) and Tung Kwok Hang (Aiken jockey) were so close together at the finish that the judges could not agree whether to give the race to Kow or call it a dead heat. It was therefore resolved that it should be run over again, the result being that Kow came in a good first.

20.—ONE ROUND FLAT RACE.—Chinese Boys under 16 years of age. First Prize—\$5; Second Prize—\$2.

Chan Yui (scratch) 1; Wong Lun Yung 2; Lai Shun 3.

21.—ONE ROUND FLAT RACE.—Chinese Boys under 16 years of age. First Prize—\$5; Second Prize—\$2.

22.—100 YARDS LEAP-FROG RACE.—Boys from 9 to 13 years of age. First Prize—2 Vagabond Watches; Second Prize—2 Books.

L. Almeida and E. Lopes 1; M. Aisen and G. Gonzalez 2; J. dos Remedios (scratch) 3.

At the conclusion of the sports, the prizes were presented to the winners by Mrs. Bateson Wright. A tug-of-war—St. Joseph's College versus The Other Schools—was on the programme, but this event had to be postponed as full teams for both sides could not be got.

### SUPREME COURT.

IN ORIGINAL JURISDICTION.  
(Before the Hon. J. Russell, Acting Chief Justice.)

Tuesday, April 17.

SHEK CHUN CHEN v. ANGEL-ORTIZ.  
This was a motion for the dismissal of the plaintiff's petition on the ground that it disclosed no cause of action.

The motion was made by the Attorney General instructed by Mr. Stokes (of Messrs. Sharp, Johnson and Stokes), while Mr. J. J. Francis, Q.C., instructed by Mr. Wilson (of Messrs. Wotton and Deacon) appeared on the other side.

The Attorney General said the proceedings were taken under Section 31 of the Civil Procedure Code, which provided that the defendant might raise a motion for a dismissal without answering the petition, if, on an inspection of the facts being admitted, the defendant would not be entitled to a decree. He submitted that the facts alleged did not constitute, even if they were all admitted to be true, a cause of action. The petition set out that the plaintiff was a merchant residing in Hongkong and the defendant a merchant carrying on business at Macao. On the 10th of June 1885 the defendant bargained and sold to the plaintiff through his agent C. F. Rapp, for the price of \$20,000, the steamer *Estrella* built in Hongkong in 1882 and of 235 tons, the defendant covenanted that he had full right and power to transfer the ship free from all encumbrances. On the 10th of June the plaintiff paid to the defendant the sum of \$20,000. On the following day H. Smith raised an action in the Court against Angel Ortiz, his agent in Hongkong, Melbye, and C. F. Rapp, wherein he claimed as against the defendant in that suit a declaration that he then plaintiff was entitled to a 15th share in the steamer and that he and others were entitled to possession and use of the vessel for 50 years. An injunction was obtained restraining the now plaintiff from removing or in any way dealing with the ship or vessel pending judgment. The claim of H. Smith was founded upon a deed or grant made at Manila 18th January 1883. Although repeatedly required to do so the defendant Angel Ortiz took no steps to satisfy or dispute the claim of H. Smith. Ortiz obtained removal of the injunction which remained in force until March 1886 to the great detriment or loss of the plaintiff. To obtain removal of the injunction and the release of the ship, the plaintiff paid \$5,000 as security for the claim. Between the 16th March 1886 the plaintiff disbursed the necessary expenses \$147 and about 1st June arranged with Mr. Stokes, the Attorney General, that he would for the sum of \$3,500. The plaintiff lost the profit he would otherwise have obtained on the vessel being released heavily obtained \$22,000 for it. Now, the Attorney General went on to say, the petition must set forth that the defendant entered into a covenant and that he committed a breach of the same. It must at all events set out some facts which established as a matter of fact that the vendor had not the title which he covenanted that he had. There was not a word of that, or anything that amounted to that in the petition.

Mr. Francis submitted that although they had not followed the modern rule, they had not alleged in so many words that there was a breach of warranty, although they had not set out that the defendant had not a title at the time he sold, they had set out facts that showed unequivocally that he had no such title. They set out the fact that he had already signed a bill passing the vessel in January 1883, and that he had added to the Warrant and Cargo Receipts and increased the accommodation at the Central and Eastern (Kin-lee-yuen) Wharves, and the cost of these appears in the accounts. In all this we have tried to be economical. It is intended to build up new steamers, the cost of which will be large, but we dare not delay as the work must be done.

To the Shareholders will be paid a dividend of 1 per cent. over the official dividend, and the Government will be paid 7 per cent, and according to the custom of the company these will be paid on the 1st day of the 3rd month.

The Report and Accounts of the 3rd month, particularly have been sent to the Vice-presidents of Chihli and the Liang-Kiang, and also to the directors.

not at liberty to set out either evidence or contentions. The Attorney General said his friend had made a bold attempt to convert a bad position into a good one. There was no allegation of a breach of warranty, and what his friend made out was that in a certain other action in the Court a claim was made by other parties based upon an allegation that they had a claim on the ship.

His Lordship said he would consider the matter and advise the parties to arrange between them as to leave Rapp out of the suits, as he was only an agent.

THE ALLEGED MURDER AND ROBBERY AT SA-FU.  
The six men whose rendit-in is asked for by the Chinese authorities, on a charge of the alleged murder and robbery at Sa-fu, in the U district, were again before Mr. Wodehouse at the Magistracy to-day.

Mr. Wotton presented on behalf of the Chinese Government, and Mr. Donny appeared for the defence. The following is the evidence given up to this stage:—

Yuen Tsin Ming, an employer of the Tsin Pong workshop in the San Vi district, said that on the 8th March, about 8 p.m., he and seven others were sitting in the shop, after it was closed when they heard a noise outside. At the same time they heard a number of shots fired. They ran into the store room and closed the door.

The four men who were sitting in the store room, and being refused admittance back the door until they had knocked a hole in it. Three men then entered through the hole and opened the door. Fifty or sixty men then entered the room, all armed. The employees of the shop were hiding, and the men closed the door at their hiding place. They asked him if he was the master of the shop. He said he was not. They then asked him where the valuables were. He said on the second floor. The men went on to the second floor, taking him with them. The second, third, fourth, fifth, sixth, seventh, eighth, ninth, tenth, eleventh, twelfth, thirteenth, fourteenth, fifteenth, sixteenth, seventeenth, eighteenth, nineteenth, twentieth, twenty-first, twenty-second, twenty-third, twenty-fourth, twenty-fifth, twenty-sixth, twenty-seventh, twenty-eighth, twenty-ninth, thirtieth, thirty-first, thirty-second, thirty-third, thirty-fourth, thirty-fifth, thirty-sixth, thirty-seventh, thirty-eighth, thirty-ninth, fortieth, forty-first, forty-second, forty-third, forty-fourth, forty-fifth, forty-sixth, forty-seventh, forty-eighth, forty-ninth, fiftieth, fifty-first, fifty-second, fifty-third, fifty-fourth, fifty-fifth, fifty-sixth, fifty-seventh, fifty-eighth, fifty-ninth, sixtieth, sixty-first, sixty-second, sixty-third, sixty-fourth, sixty-fifth, sixty-sixth, sixty-seventh, sixty-eighth, sixty-ninth, seventieth, seventy-first, seventy-second, seventy-third, seventy-fourth, seventy-fifth, seventy-sixth, seventy-seventh, seventy-eighth, seventy-ninth, eightieth, eighty-first, eighty-second, eighty-third, eighty-fourth, eighty-fifth, eighty-sixth, eighty-seventh, eighty-eighth, eighty-ninth, ninetieth, ninety-first, ninety-second, ninety-third, ninety-fourth, ninety-fifth, ninety-sixth, ninety-seventh, ninety-eighth, ninety-ninth, one hundredth.

The same witness, in reply to the Magistrate, said the three men he had pointed out were the only ones he recognized. They were all dressed in dark clothes and wore nothing on their heads. He remained upstairs all the time until the men went away. He did not see the master killed.

By Mr. Donny's—I am assistant accountant in the pawnshop. The staff consisted altogether of seven men. On the evening of the 8th March there were no outsiders visiting at the place. On the morning after the robbery I went away to my native country, which is eight or ten li from Sa-fu. I went to inform one of the masters of the pawnshop and to get him to speak to the officials. I did not go back to Sa-fu till five days after, as I had some business to do. On my return to the pawnshop I remained there till 13th April, when I left for Hongkong. I don't know anything about the inquiry. I was not examined by any official at Sa-fu. Yesterday was the first time I gave any evidence with reference to this burglary. Except the articles I saw in Court yesterday I have seen none of the stolen property since 8th March. I was sent for by Siu Kun, one of the masters, who resides in Hongkong. He wrote a letter to me which I received on the 13th of April. My letter to Siu Kun took me to the lawyer's on Saturday. I am not aware of any men who have already been punished for this burglary. I only heard some of them had been arrested in Macao. I have not heard that some of these men have been beheaded. As far as I know all the men who were arrested, as I did, when the robbers broke into the pawnshop, from where I was hiding, could distinctly see the men coming through the hole in the wall. The hole was just big enough for one man to wriggle through at a time. I saw three men coming through the hole. About a dozen men were on my hiding place and pushed me up against the wall.

Chung Tak, another employee in the pawnshop, gave similar evidence, and the case was afterwards adjourned till to-morrow.

THE CHINA MERCHANTS' S. N. CO.  
THE FORTY-FOURTH ANNUAL REPORT.  
The Report for the last year, being the thirteenth, was duly printed and circulated, and we now beg to hand you the Report and accounts for 1887.

During that year the income was over £13,400, and after deducting the amount set aside for depreciation of the steamships, etc., at all the ports, there was a balance of £205,000, being an extra dividend of £12,000, and a bonus to the managers and other employees of the Company amounting to £10,000. After deducting these amounts the balance of profit is over £134,000, and adding to this the net profit carried forward from the previous year there remains £132,000.

Of the amounts due to foreign firms, we have paid to Messrs. Adamson, Ball & Co. the whole amount due to them, and instalments of the loan which the Hongkong and Shanghai Bank raised for us. Our deposits with that Bank and Messrs. Jardine, Matheson & Co. are intended to pay our foreign debt. There is still due about £143,000, but a comparison of our present position with what it was formerly shows that we have considerably lessened our debt to foreigners.

Last year the Company had twenty-five steamers, but the *Pauk* was lost during the 6th month and her value, £170,000, has been written off. We have built a new light draught steamer called the *Kwangchi*, to replace the *Pauk*, which is intended to run up north, and to carry tribute rice during Spring, and to run between Johore and Hankow in winter. Her cost has been £16,000, as you will see by the accounts. Thus after losing the *Pauk* we have built a new light draught steamer called the *Kwangchi*, to replace the *Pauk*, which is intended to run up north, and to carry tribute rice during Spring, and to run between Johore and Hankow in winter. Her cost has been £16,000, as you will see by the accounts. Thus after losing the *Pauk* we have built a new light draught steamer called the *Kwangchi*, to replace the *Pauk*, which is intended to run up north, and to carry tribute rice during Spring, and to run between Johore and Hankow in winter. 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## Mails.

U. S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND THROUGH  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF  
PEKING will be despatched for  
San Francisco via Yokohama and  
Honolulu, on THURSDAY, the 19th inst.,  
at 1 p.m., taking Passengers and Freight  
for Japan, the United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States, via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America, by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To San Francisco ..... \$200.00  
To San Francisco and return, ..... 350.00  
available for 6 months ..... 325.00  
To Liverpool ..... 325.00  
To London ..... 330.00

To other European ports at proportionate  
rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service  
and the Imperial Chinese Customs, to be  
obtained on application.

Passengers, who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10%. This allowance  
does not apply to through fares from China  
and Japan to Europe.

Freight will be received on board until  
4 p.m. the day previous to sailing. Parcel  
Packages will be received at the office until  
5 p.m. same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

Consular Invoices to accompany Cargo  
destined to ports beyond San Francisco,  
in the United States, should be sent to the  
Company's Office in Sausalito, California,  
addressed to the Collector of Customs at San  
Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 50A, Queen's Road Central.

O. D. HARMAN,  
Agent.

Hongkong, April 9, 1888. 499



## STRAIT FOR—

SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID,  
MARSEILLES, MALTA, GIBRALTAR,  
BRINDISI, VENICE, AND  
LONDON.

ALSO,

BOMBAY, MADRAS, CALCUTTA, AND  
AUSTRALIA.

N.B.—Cargo can be taken on through Bills  
of Lading to PATAVIA, PERSIAN  
GULF PORTS, MARSEILLES,  
TRIESTE, HAMBURG, NEW YORK  
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
PENITIA, Captain F. J. Cole, with  
Her Majesty's Mail, will be despatched  
from this for BOMBAY, on WEDNESDAY,  
25th April, at Daylight.

Cargo will be received on board until  
4 p.m.  
Parcels and Specie (Gold) at the Office  
until 2 p.m. on the day before sailing.

Two, Silk and Valuable for Europe will  
be transhipped at Colombo. General Cargo  
at Bombay, arriving one week later than  
by the direct route Colombo.

For further Particulars regarding  
FREIGHT and PASSAGE, apply to the  
PENINSULAR & ORIENTAL STEAM NAVI-  
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are  
required to be declared prior to shipment.  
Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Black Bills of Lading.

Passengers desirous of insuring their bag-  
gage can do so on application at the Com-  
pany's Office.

K. L. WOODLIN,  
Superintendent.P. & O. S. N. Co.'s Office,  
Hongkong, April 12, 1888. 601Occidental & Oriental Steam-  
Ship Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA

THE OVERLAND RAILWAYS  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

THE Steamship SAN PABLO will be  
despatched for San Francisco via  
Yokohama, on TUESDAY, the 1st May,  
at 3 p.m.  
Connection being made at Yokohama,  
with Steamers from Shanghai and Japan  
ports.

All Parcel Packages should be marked to  
address in full; and same will be received  
at the Company's Office, until 5 p.m. the  
day previous to sailing.

First-class Fares granted as follows:—  
To San Francisco ..... \$200.00  
To San Francisco and return, ..... 350.00  
available for 6 months ..... 325.00  
To Liverpool ..... 325.00  
To London ..... 330.00

To other European ports at proportion-  
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Officers of the Army, Navy, Civil Service  
and the Imperial Chinese Customs, to be  
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Passengers, who have paid full fare, re-  
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and Passage, apply to the Agency of the  
Company, No. 50A, Queen's Road Central.

O. D. HARMAN,  
Agent.

Hongkong, April 9, 1888. 548

## Intimations.

## The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure  
of each ENGLISH and FRENCH MAIL  
Steamer for Europe. Formerly the Over-  
land issue was published fortnightly; but  
as it was deemed of special importance that  
a weekly budget of news should be prepared,  
it was decided to issue it weekly. Sub-  
scribers at Home, and those at the Coast  
Ports and in the interior, who find the  
O. and L. edition a convenient form of news-  
paper for their perusal, will welcome the  
change. The Overland China Mail, now a  
weekly compendium of news from the Far  
East, contains special Commercial intelli-  
gence, special tables of Shipping, and other  
information. The various Reports of Courts  
and Meetings, and all other news, are given  
in full as they appear in the Daily issue.

The attention of Advertisers is directed  
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among old China hands and others, both  
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The Overland China Mail will be regularly  
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KELLY & WALSH, Shanghai.

## WINTER TIME TABLE.

## THE KOWLOON FERRY.

## STEAM-LAUNCH

## MORNING STAR

RUNS DAILY as a FERRY BOAT between  
Peddar's Wharf and Teim-Tai-Tai at the  
following hours:—This Time Table will  
take effect from the 17th OCTOBER, 1887.

## WEEK DAYS.

## SUNDAYS.

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